



TRANSIT CENTER DISTRICT PLAN

Update
TJPA CAC



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PLANNING
DEPARTMENT

01.13.2009

San Francisco Planning Department

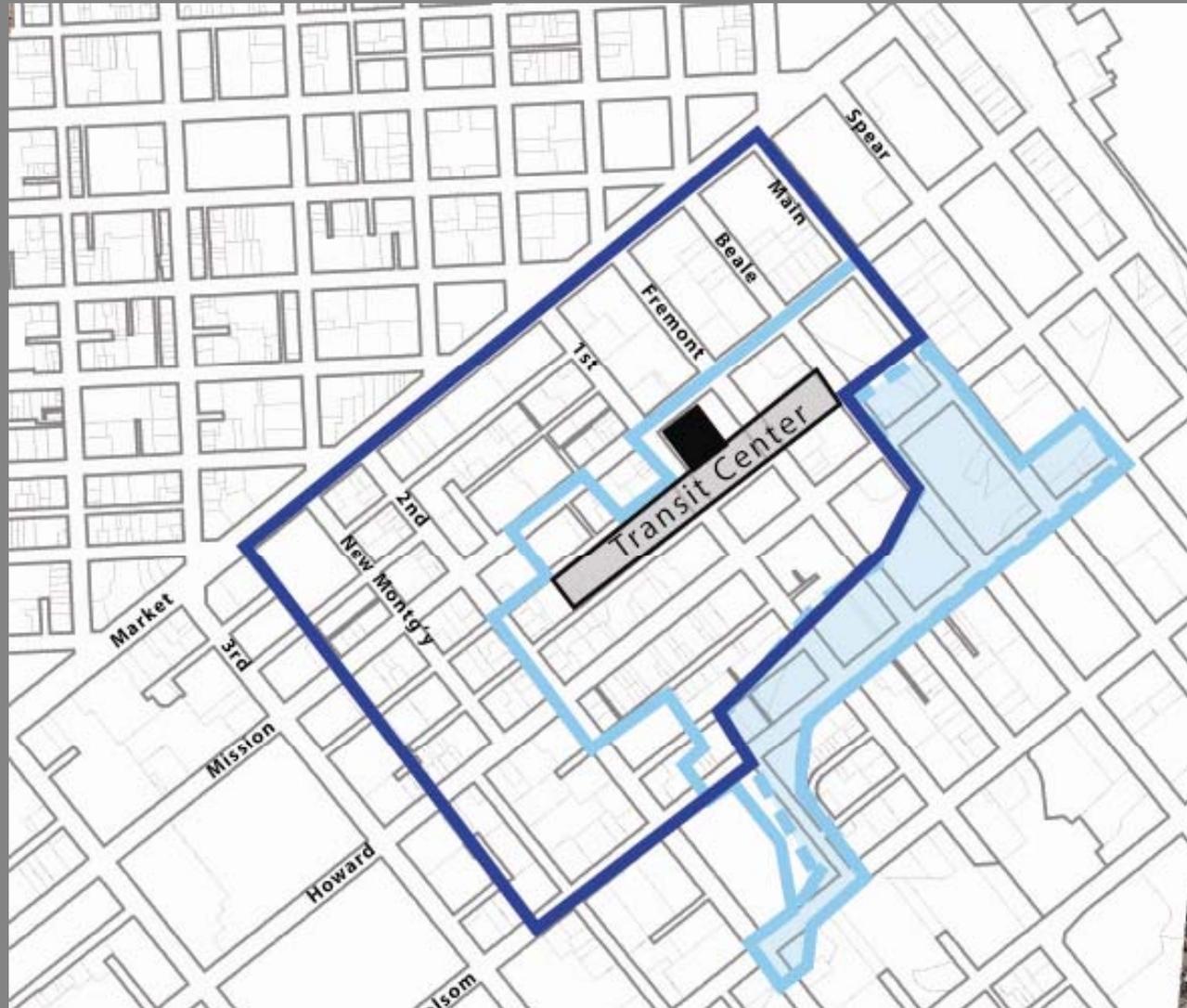
In partnership with:

San Francisco Redevelopment Agency

Transbay Joint Powers Authority

Transit Center District Plan Area

Private and
Public parcels
around
Transit Center,
including
Transbay
Redevelopment
Area
Zone 2



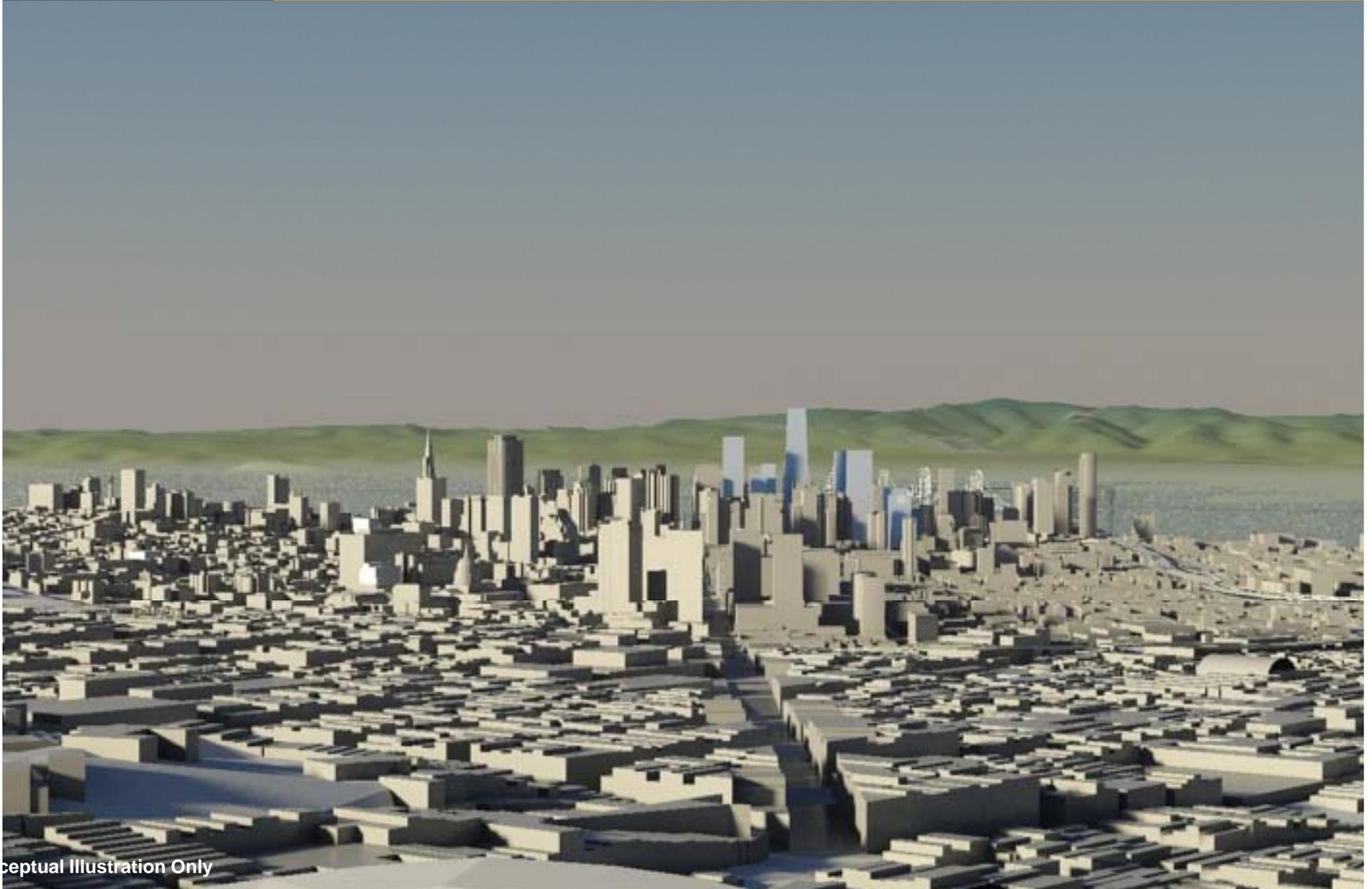
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Current Urban Form proposal



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Twin Peaks: 1,000'



Conceptual Illustration Only

Buildout Potential

	Net Additional Space	Increment over Existing Zoning
Office Space	5.82 million gsf	+2.54 million gsf
Housing Units	1,350	+235
Hotel Rooms	1,370	+425
Retail Space	85,000 gsf	--
Total Space	9.2 million gsf	+3.52 million gsf



Tonight's Topics

1. Land Use/Zoning
2. Building Design
3. Open Space
4. Historic Resources
5. Sustainability



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Floor Area Ratio (FAR)

Goals:

Do not limit the density of development in this transit hub, but ensure that offsetting public infrastructure and benefits are captured for increased densities.

Draft Controls:

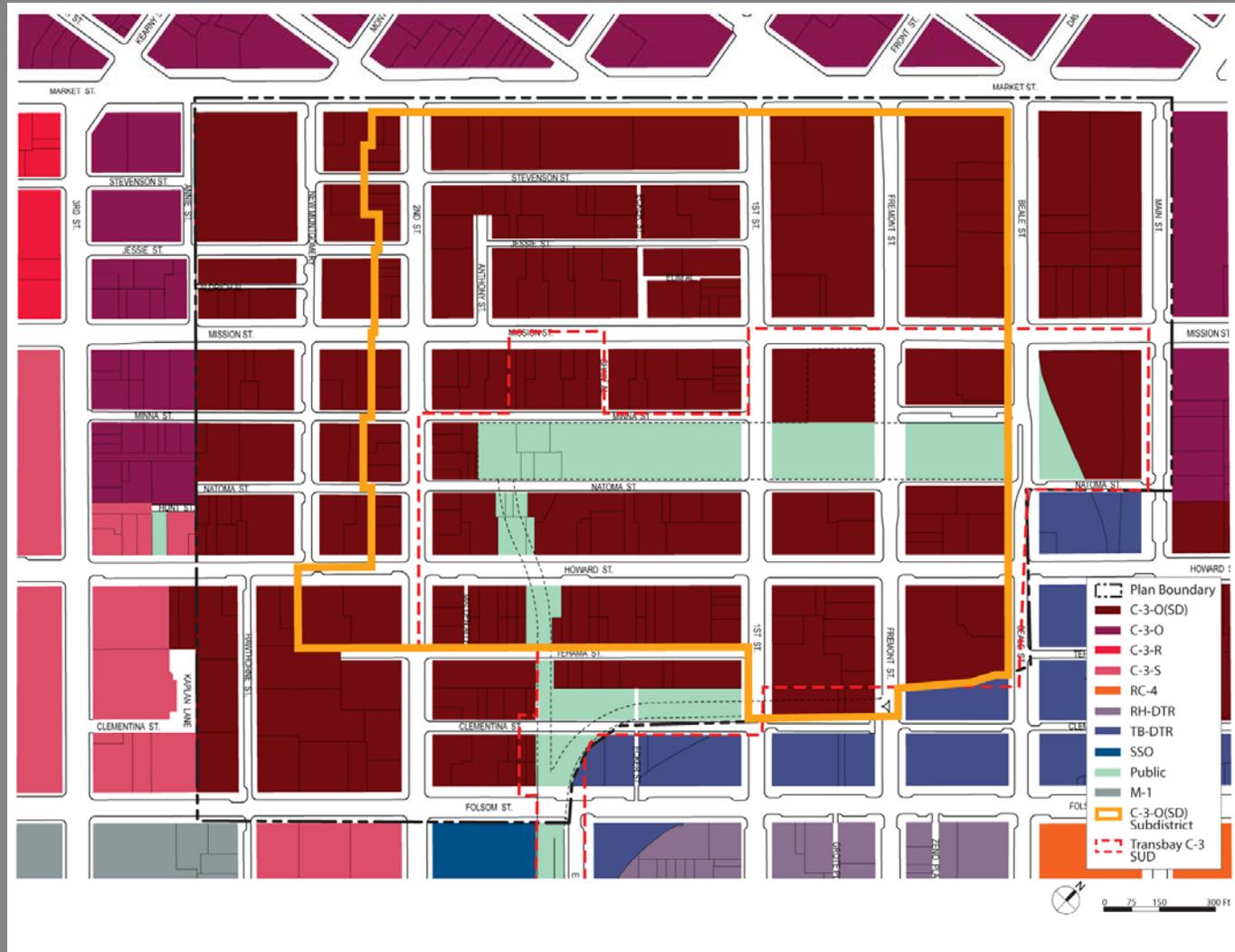
- Eliminate 18:1 cap on FAR in C-3-O(SD) district
- Balance public benefit of increased FARs above base allowance (6:1) among varied public benefits:
 - Historic Preservation (TDR)
 - Transit Center funding
 - Transportation and other mitigations
 - Streetscape
 - Public Space



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Land Use: Zoning

Proposed Commercial Sub-district



Ground Floor Uses: Active Retail Required



Ground Floor Commercial

August 8, 2008



Ground Floor Design: Active Spaces



Expansive lobby frontages do not activate the street or contribute to an engaging pedestrian experience...

... and can negatively dampen or discourage the life and character of the district.

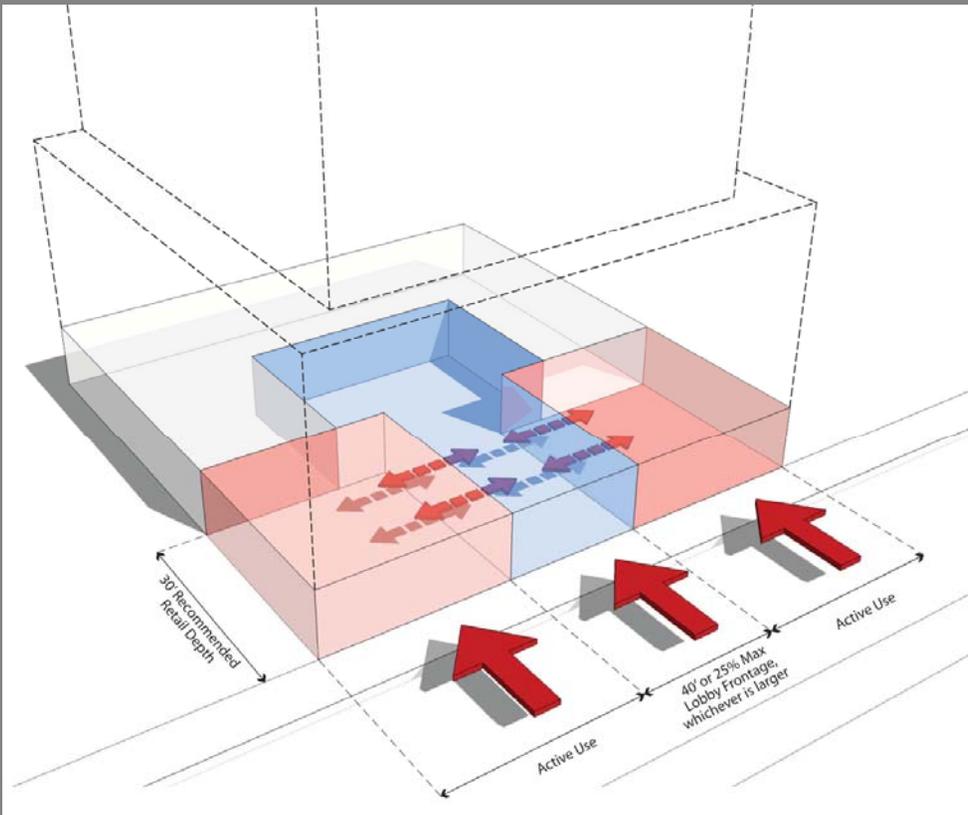
Ground Floor Design: Active Spaces

Goal:

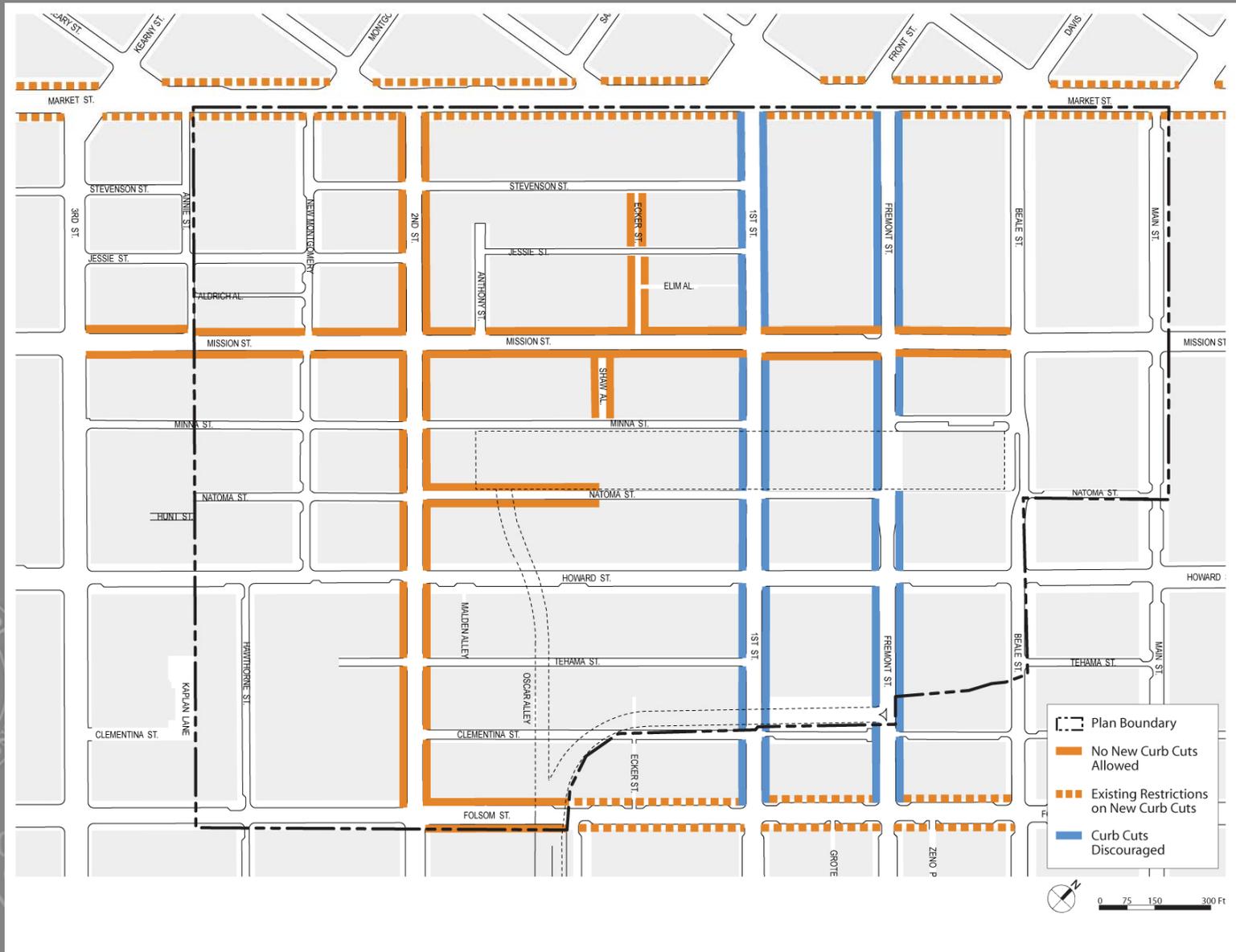
Ensure ground floors that are engaging to the pedestrian and enliven the street environment

Draft Control:

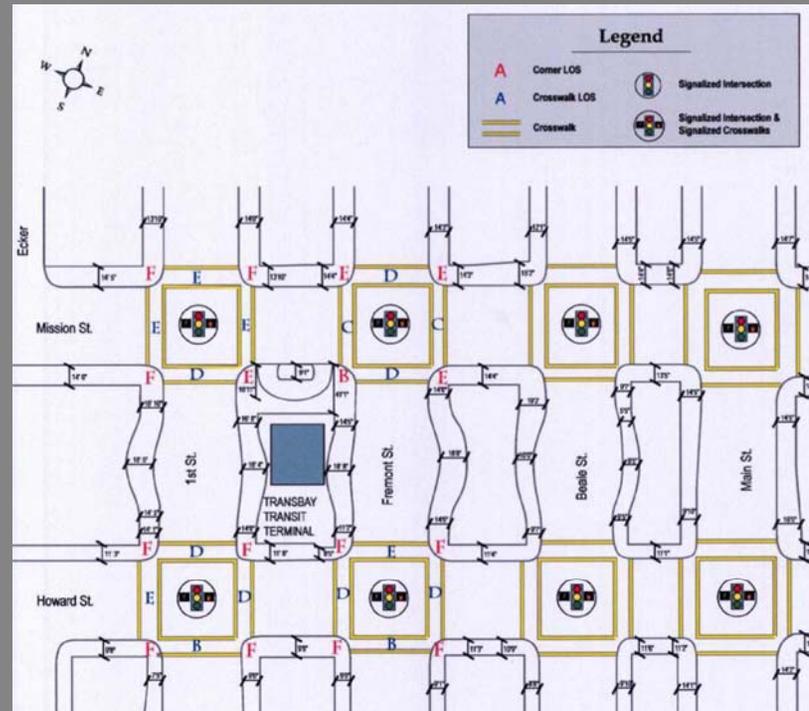
Limit the street frontage width of lobbies to that necessary for circulation and require them to be lined with public-oriented uses, including commercial uses and public open space.



Ground Floor Design: Curb Cut Restrictions



Pedestrian Space and Streetscape



Due to increased development and the Transit Center project, there will be a major increase in pedestrian volumes *throughout the district*, not just at a couple locations adjacent to new buildings...

Pedestrian Space and Streetscape

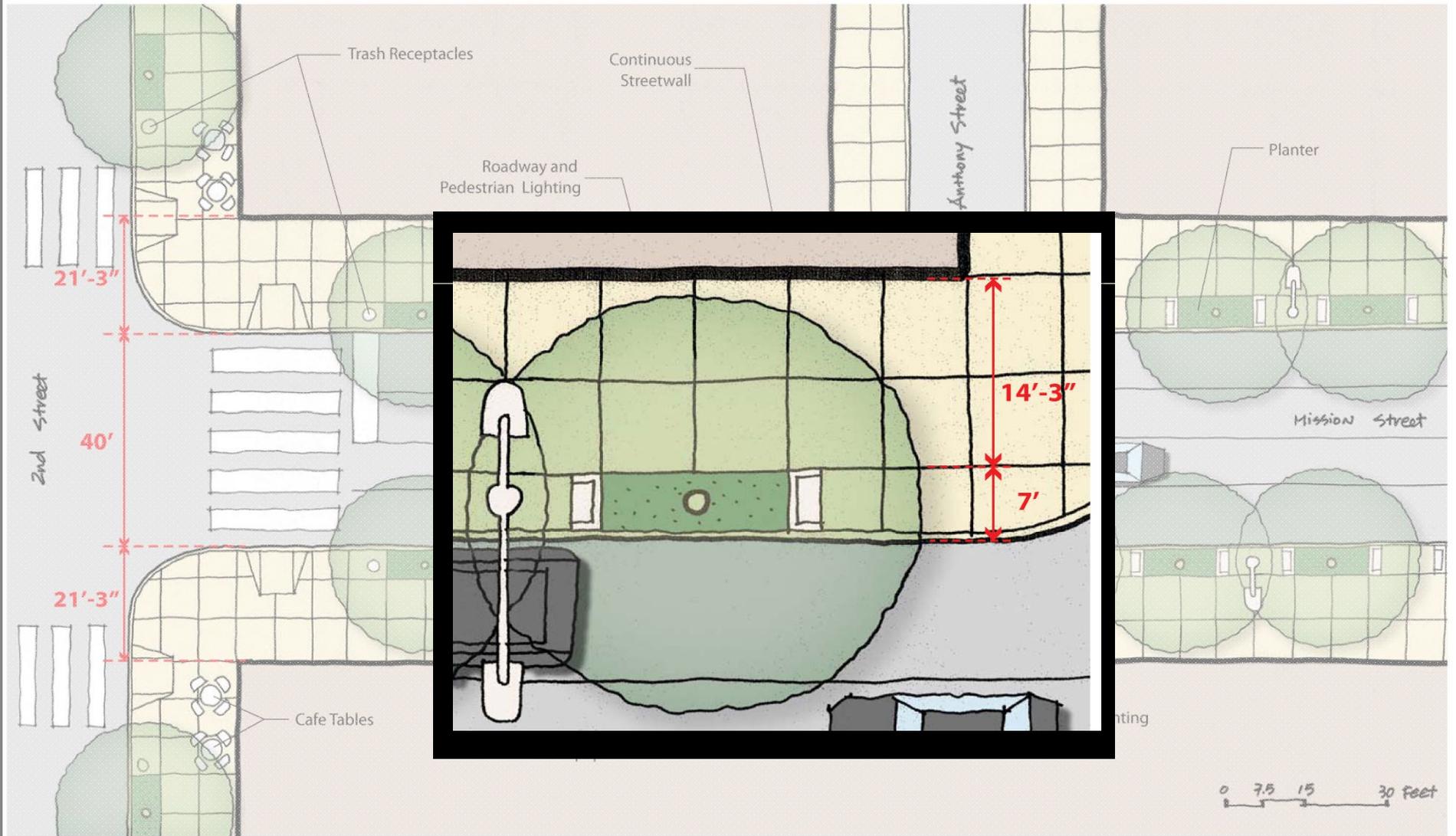


... and the sidewalks are barren of landscaping and pedestrian amenities throughout the area, and not wide enough to accommodate increases in pedestrian traffic and consistent corridor-length streetscape improvements.



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Pedestrian Space and Streetscape



Setbacks

Draft Control:

10' building setback required on the following frontages:

North side of Mission Street between 1st and 2nd Streets

North side of Howard Street between 1st Street and 2nd Street

South side of Mission Street between 1st and Fremont Streets (Transit Tower)

West side of 1st Street between Market and Mission Streets



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Setback must be designed as an extension of the sidewalk:

- *at sidewalk grade*
- *completely free of all columns or other building elements*
- *be open at all times for pedestrian circulation*

Streetwall and the Urban Room



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A streetwall height of 50' to 110' defines comfortable “urban room.”

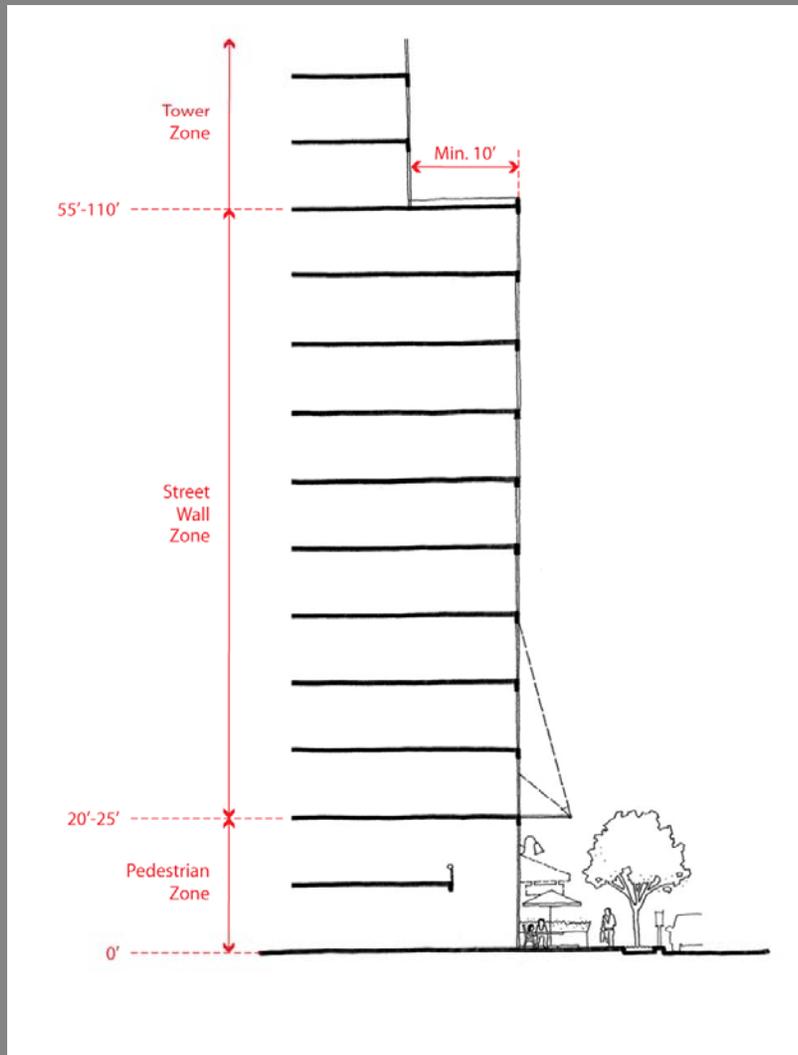
Towers that incorporate upper story setbacks to define a base element create a more humane and comfortable environment.

Streetwall and the Urban Room



Sheer facades rising straight from the sidewalk edge without a horizontal break at the streetwall height create a vertiginous and inhuman scale, particularly when not interspersed with intervening lower scale buildings.

Streetwall/Setbacks: General



Goal:

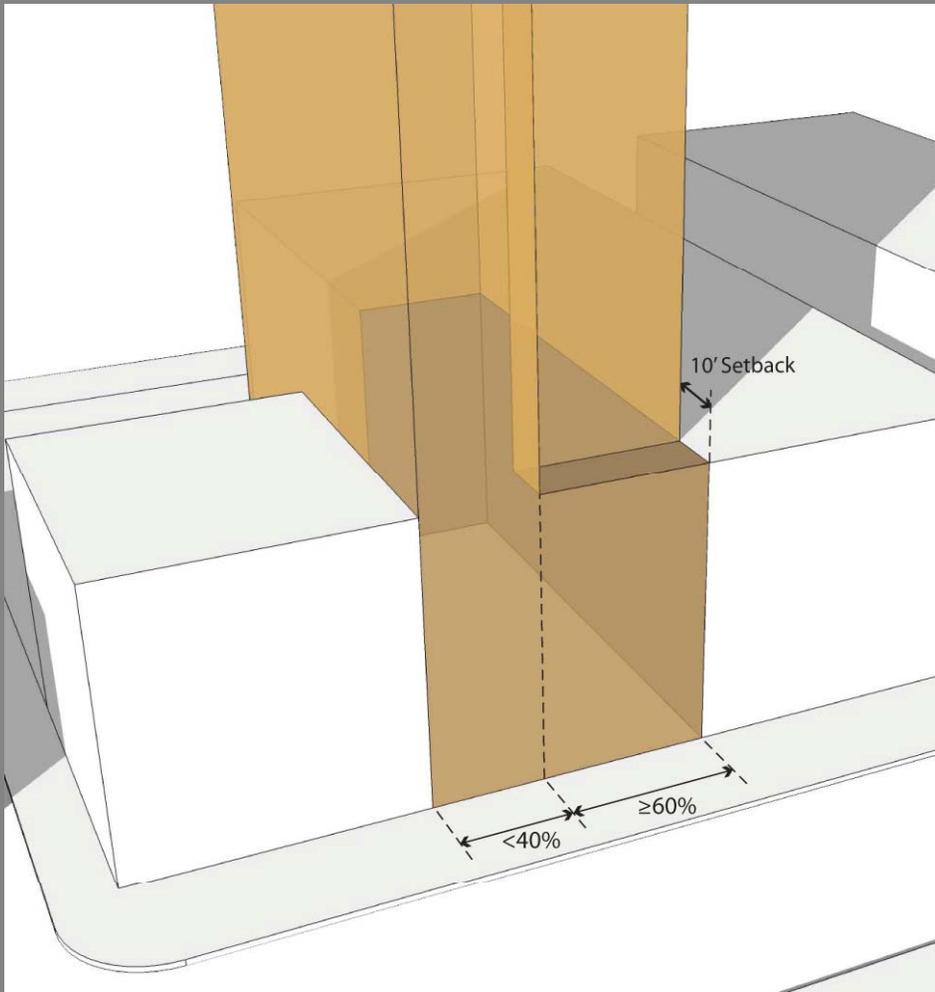
Ensure that tall buildings establish a distinct base element that defines the street realm at a comfortable height not more than 1.25 times the width of the street.

Draft Control:

On major streets all buildings must create a distinct base element built up to the property line or setback line, that relates to the streetwall.

And...

Streetwall/Setbacks: General



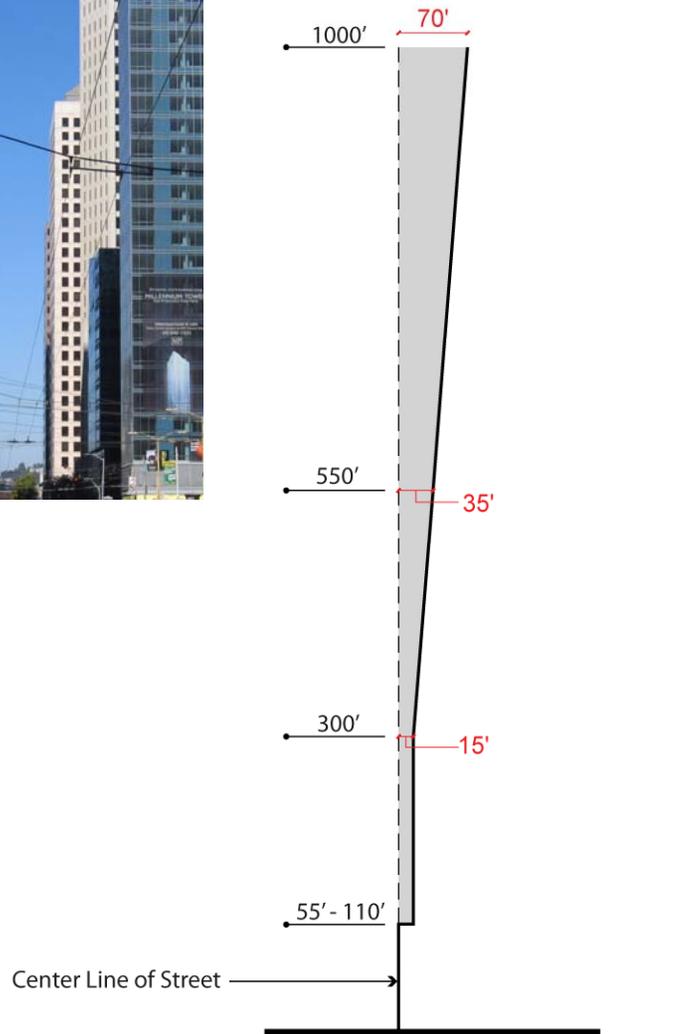
Draft Control:

...such base element must

- be discernable from the tower form by any combination of upper level setbacks, projections, or other building features or articulations, and
- provide combined horizontal relief of at least 10' for at least 60% of the lot width.

Recesses of the base are not sufficient base- or street-wall defining treatments.

Openness, Air and Sunlight



Goal:

As buildings get taller than the current height limits (550'), openness to the sky from the ground should be preserved.

Draft Controls:

For buildings taller than 550', the setback from the center line of a major street (82.5' wide, e.g. Mission St) shall be increased from 35' up to 70'.

The setback from interior property lines shall remain at 35' for buildings taller than 550'.

For buildings immediately adjacent to the Transit Center or to sites where the height is lower, the setback from interior property lines may be waived.

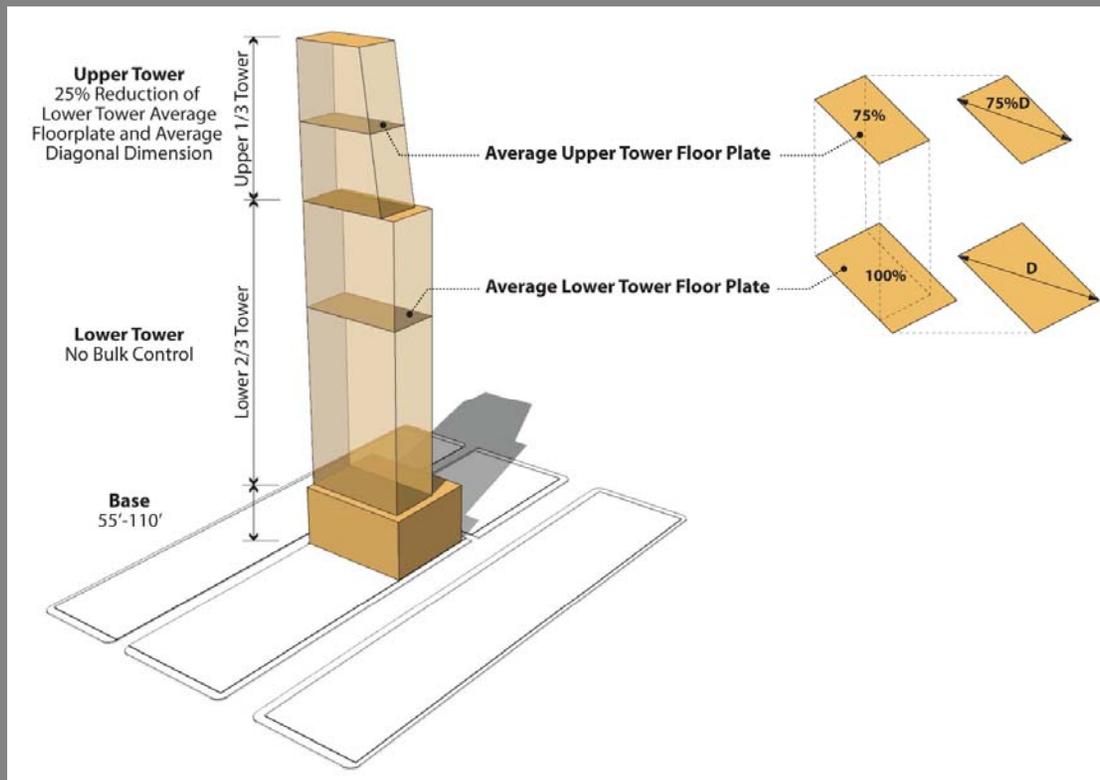
Tower bulk and form

Goal:

Provide flexibility and sufficient allowance for the building core needs of tall buildings (>550'), while ensuring that the buildings maintain elegant and slender proportions and profile.

Draft Control:

Do not limit the floorplate or dimensions for the lower tower of buildings taller than 550', and require reductions of at least 25% in the average floorplate and average diagonal for the upper tower.



Public Open Space

Goals:

Provide flexibility and alternatives to meeting open space requirements that achieve District open space vision and coordination, and that enhance and improve access to planned public space, particularly the Transit Center Park.

Draft Controls:

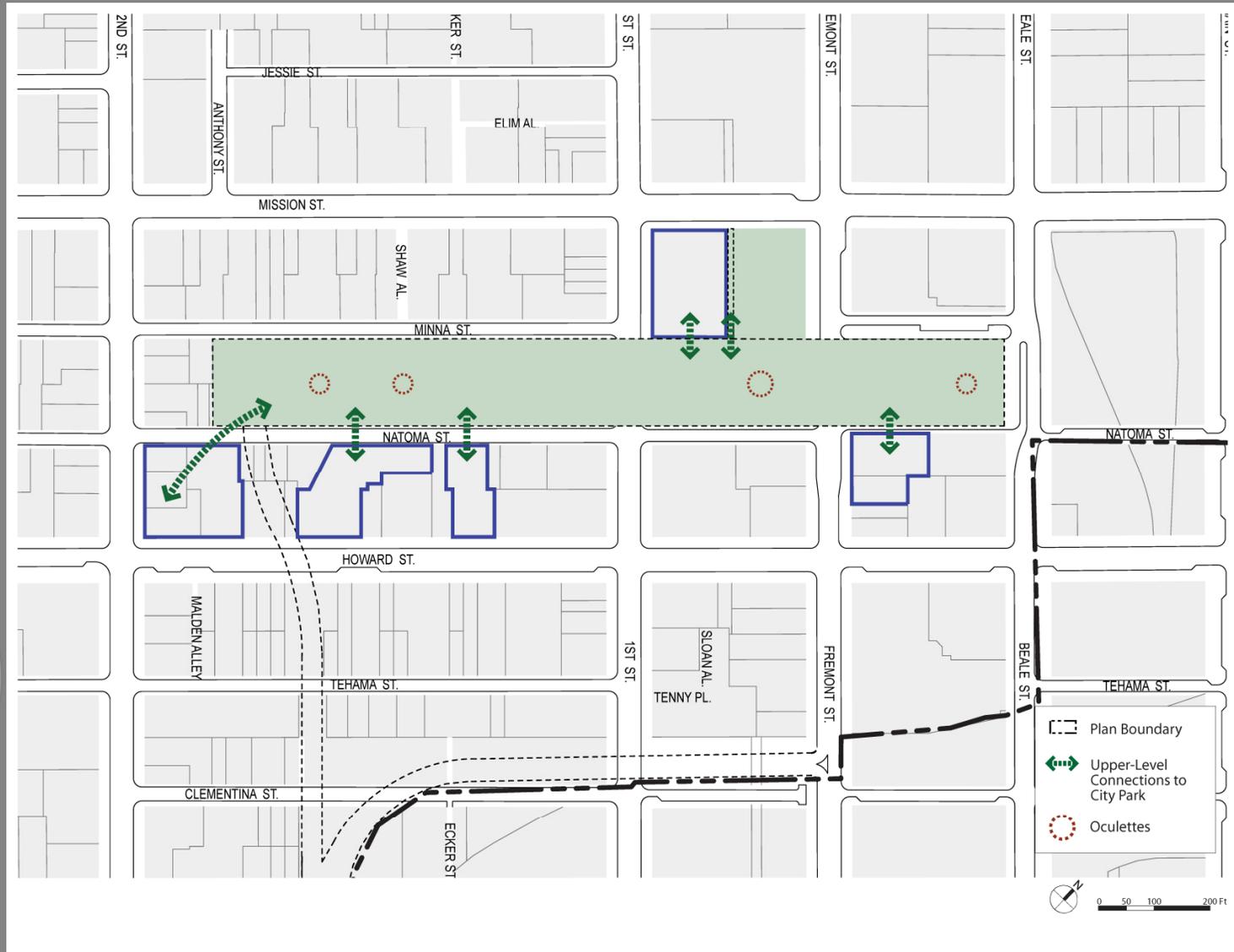
Allow and encourage buildings to satisfy open space requirements through:

- direct connections to Transit Center Park
- paying in-lieu fee for public space improvements in District, specifically 2nd/Howard space and additional public vertical connections to Transit Center Park



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City Park Connections



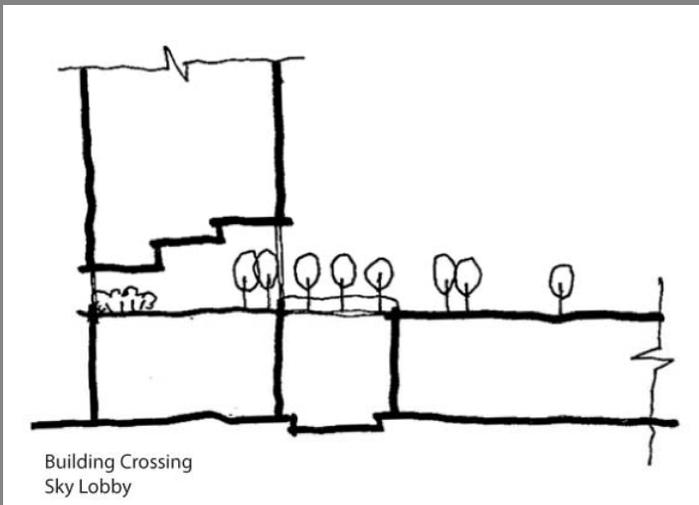
City Park Connections

Draft Controls:

Buildings adjacent to Transit Center are encouraged to partially satisfy open space requirements by providing a direct pedestrian connection to the Transit Center park.

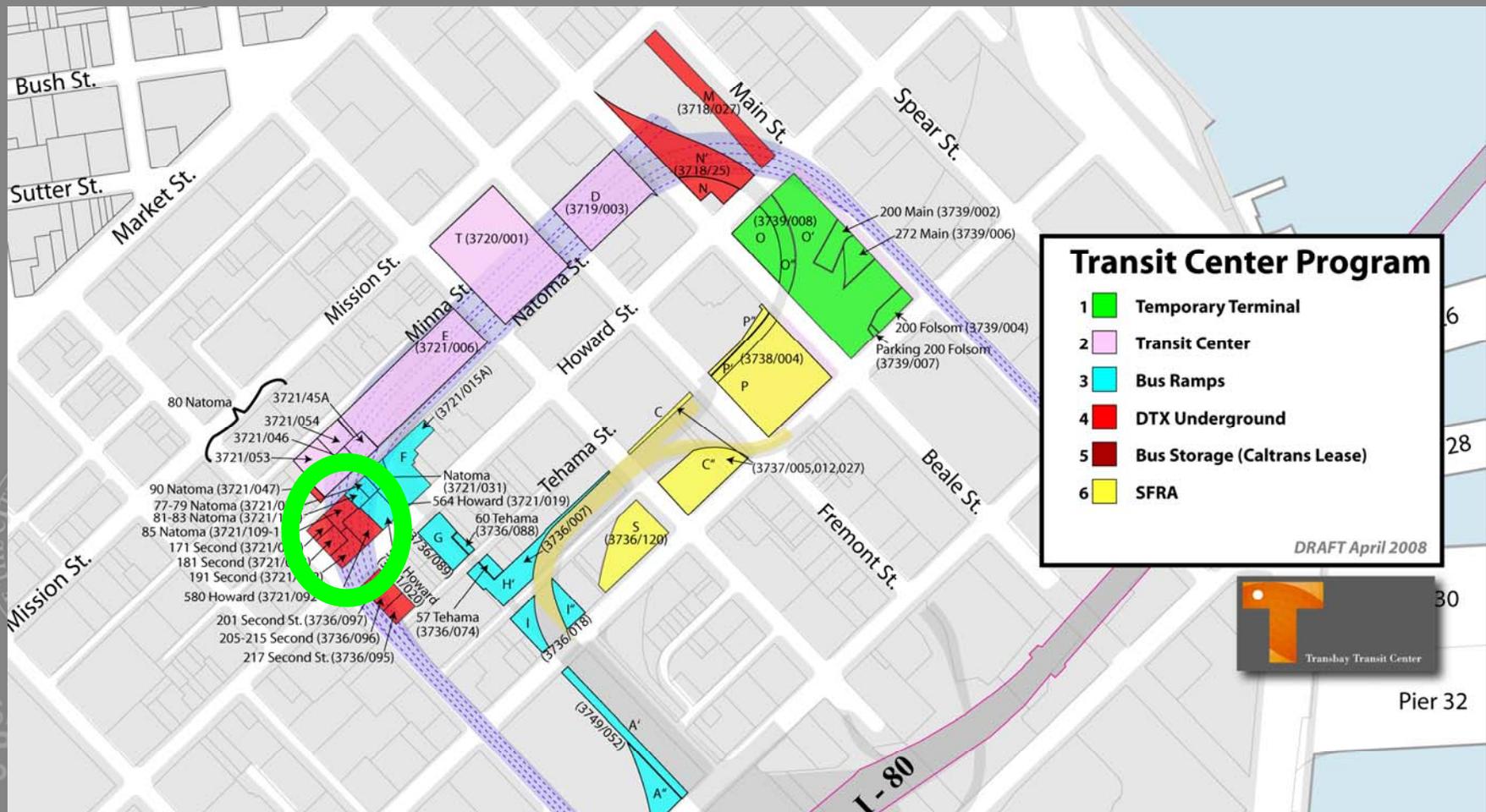
The connection must be:

- at the park level.
- publicly accessible and connected to appropriate vertical circulation.
- minimize structure width if it crosses over Natoma or Minna Streets.
- meet other technical specifications
- be publicly accessible from sunrise to sunset, and at all times to residents if satisfying residential open space requirement.
- be clearly signed from a public way indicating public access to the Park.



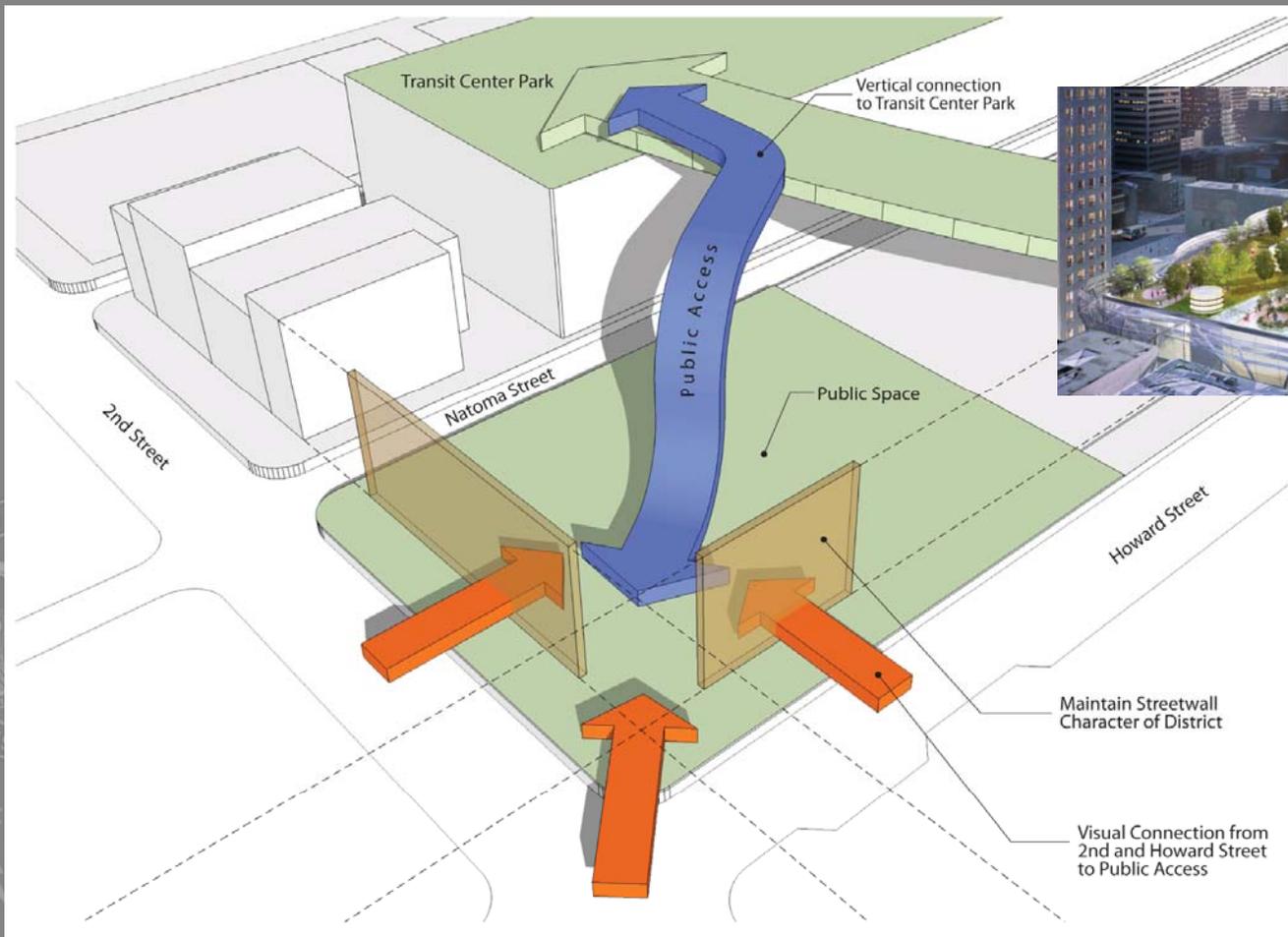
2nd/Howard Parcels – Train Right-of-Way

- Parcels to be acquired for train construction
- Severely limited development potential due to train curvature below grade
- Loss of historic buildings (except removal and possible return of partial facades)



2nd/Howard: Public Space, park connection

- New public space
- Significant signature vertical connection to City Park
- Contextual consistency with historic district
- Retail or other uses



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2nd/Howard: Public Space, park connection



Example of public space with similar qualities:

MFO Park, Zurich

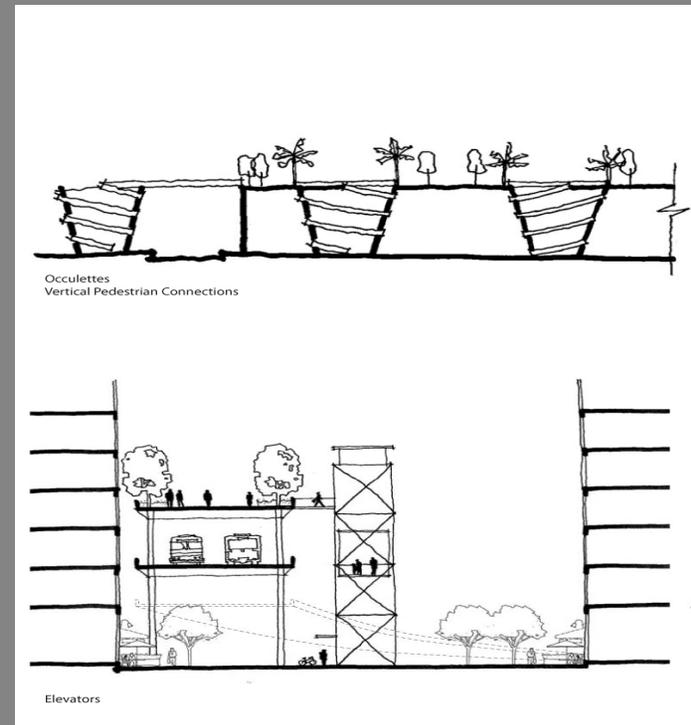


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Public Open Space

Draft Control:

Open space for non-residential uses for new buildings in the District may be satisfied by payment of in-lieu fee into a Fund to construct and improve public space at NE corner of 2nd/Howard and additional vertical connections to the Transit Center park.



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Public Amenity in Transit Tower

Goal:



The general public should have the ability to enjoy and access the incredible views from the tallest building in the city and region, and such unparalleled unique regional amenity should not be confined to only a few privileged building tenants.

Draft Requirement:



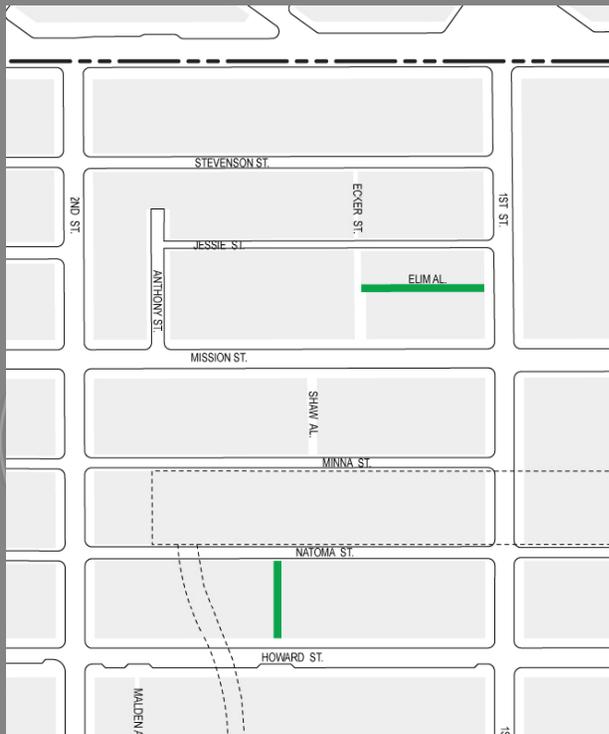
Any building taller than 800 feet (i.e. Transit Tower) must have a facility of public accommodation at a level no lower than 650 feet above grade that provides the general public the opportunity for views of the cityscape and Bay. Such facilities may include observation decks, restaurants, bars, lobbies, or any space accessible to members of the general public which does not require an appointment or membership, but which may charge a nominal fee for entrance.



Pedestrian Mid-block Connections

Goal:

Ensure that new development enhances the pedestrian network and reduces the scale of large blocks by maintaining and improving public access along existing alleys and creating new connections where none exist on long blocks and congested locations.



Draft Requirements:

A new public mid-block pedestrian pathway shall be required on Block 3721 connecting Howard and Natoma Streets between First and Second Streets.

Elim Alley (varies 6' to 12' wide) may be built over, but should be improved through development for public pedestrian use and circulation.

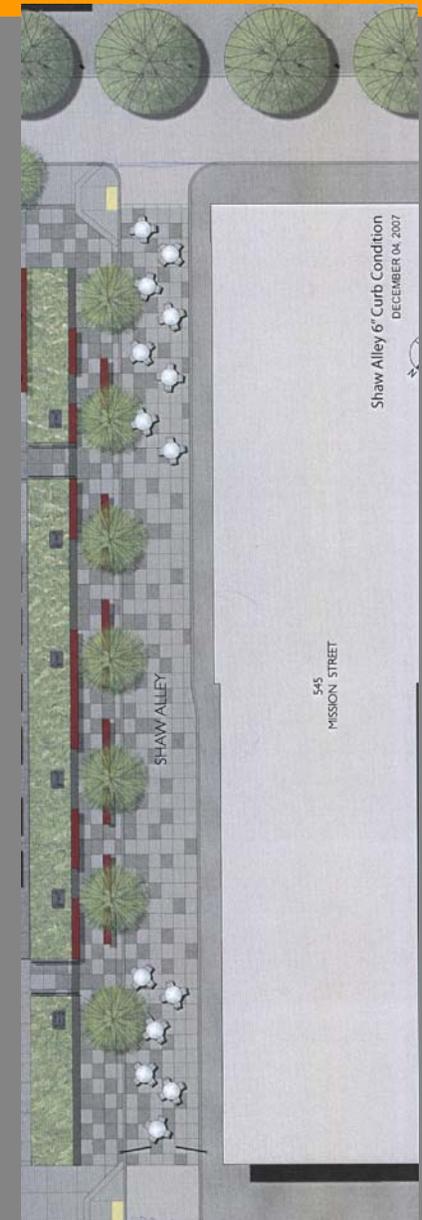
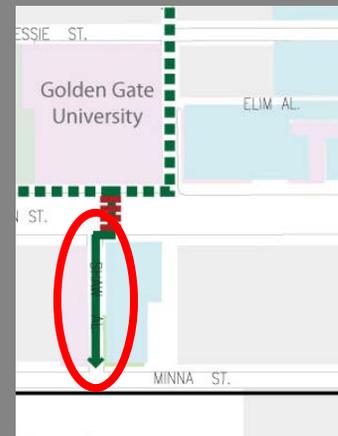
Shaw Alley

Shaw Alley is a key link in the pedestrian network feeding the Transit Center. It connects to Ecker to the north and a planned mid-block crossing of Mission Street.

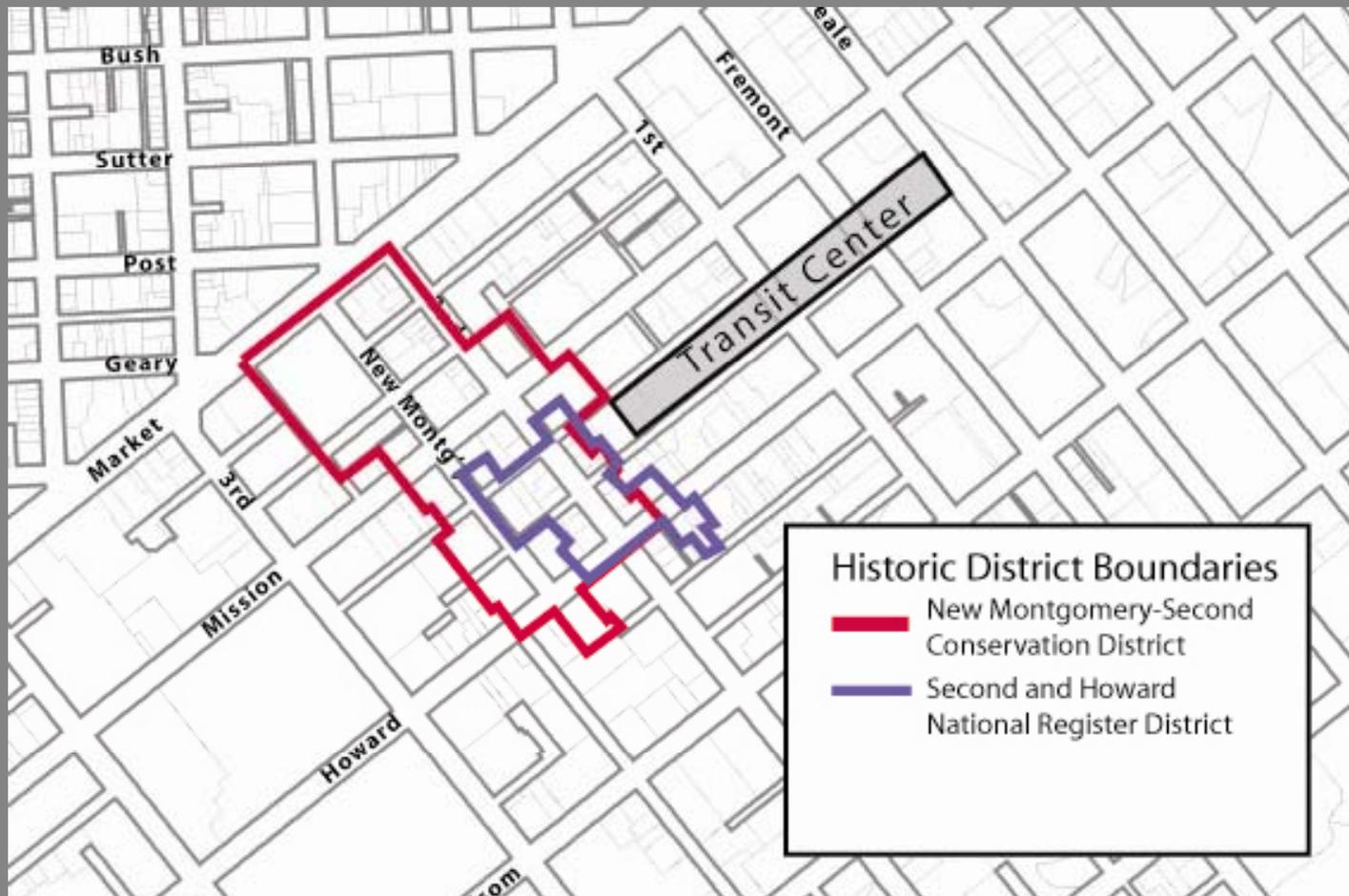
The current proposal and requirement of the adjacent project at 535 Mission is to improve the alley and seek temporary – lunchtime – vehicular closure.

Draft Proposal:

Close Shaw Alley permanently to vehicles and design it as a pedestrian-only space for thru-connection to the Transit Center as well as open space.

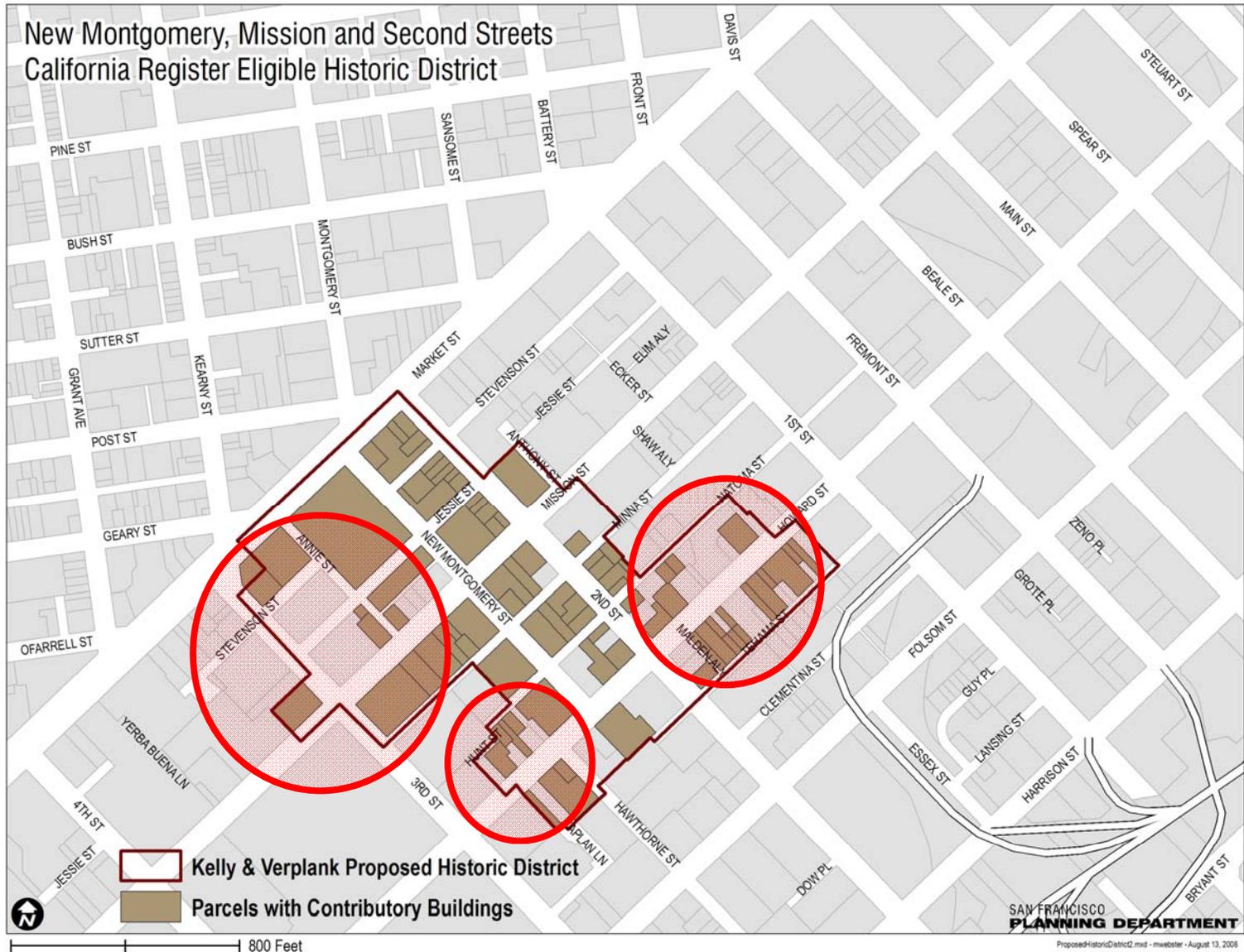


Existing Historic Districts

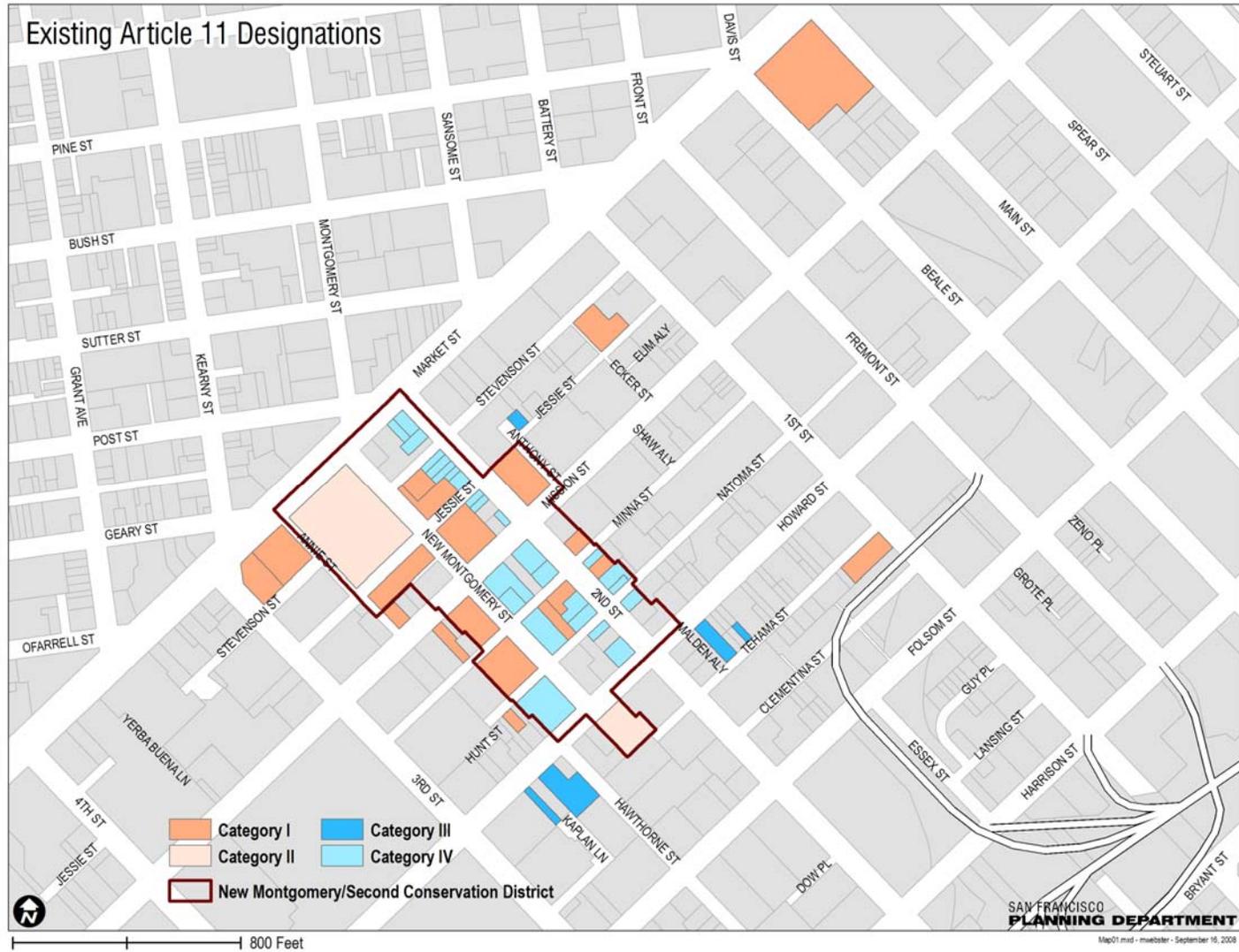


Areas of Examination for Potential District Expansion

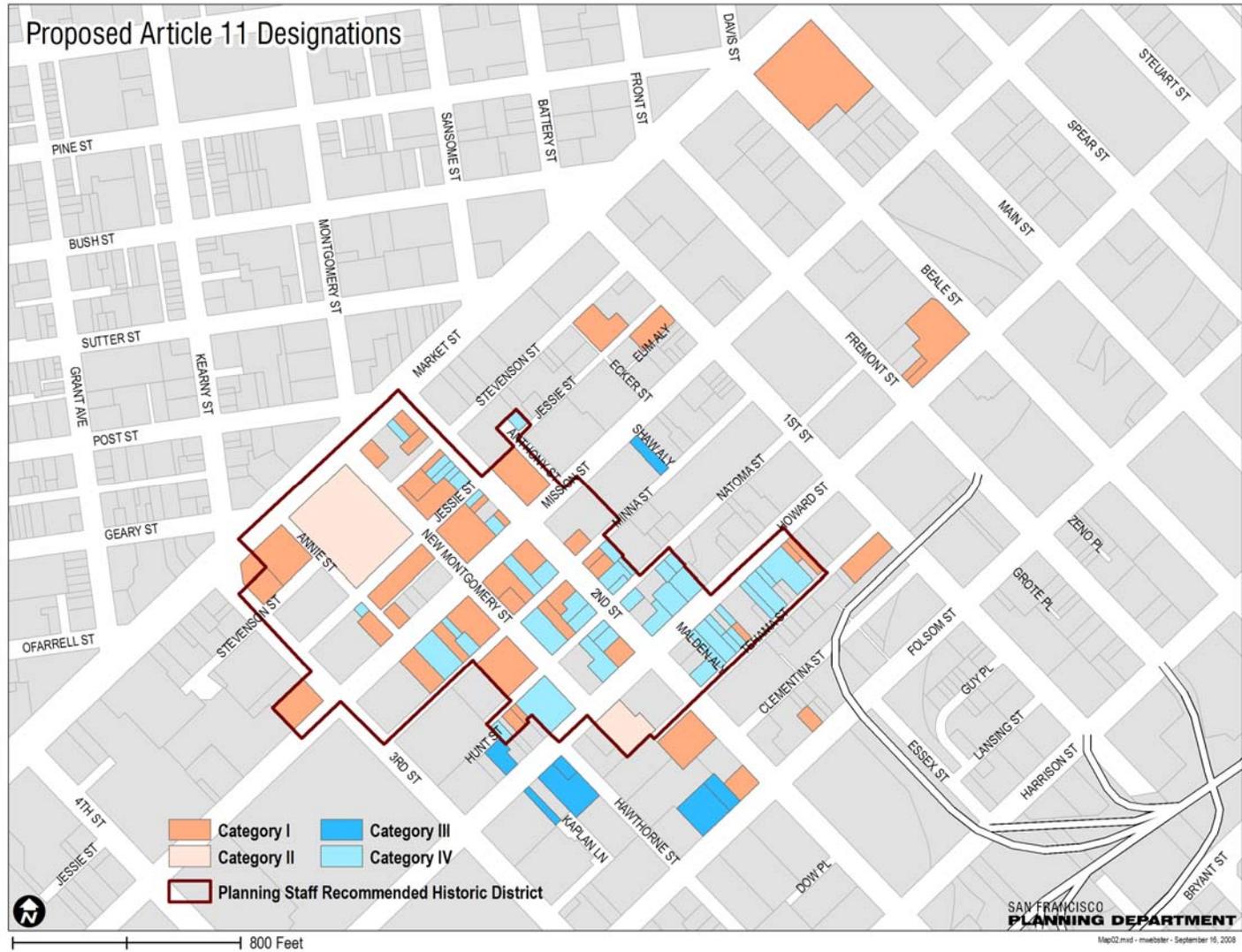
New Montgomery, Mission and Second Streets
California Register Eligible Historic District



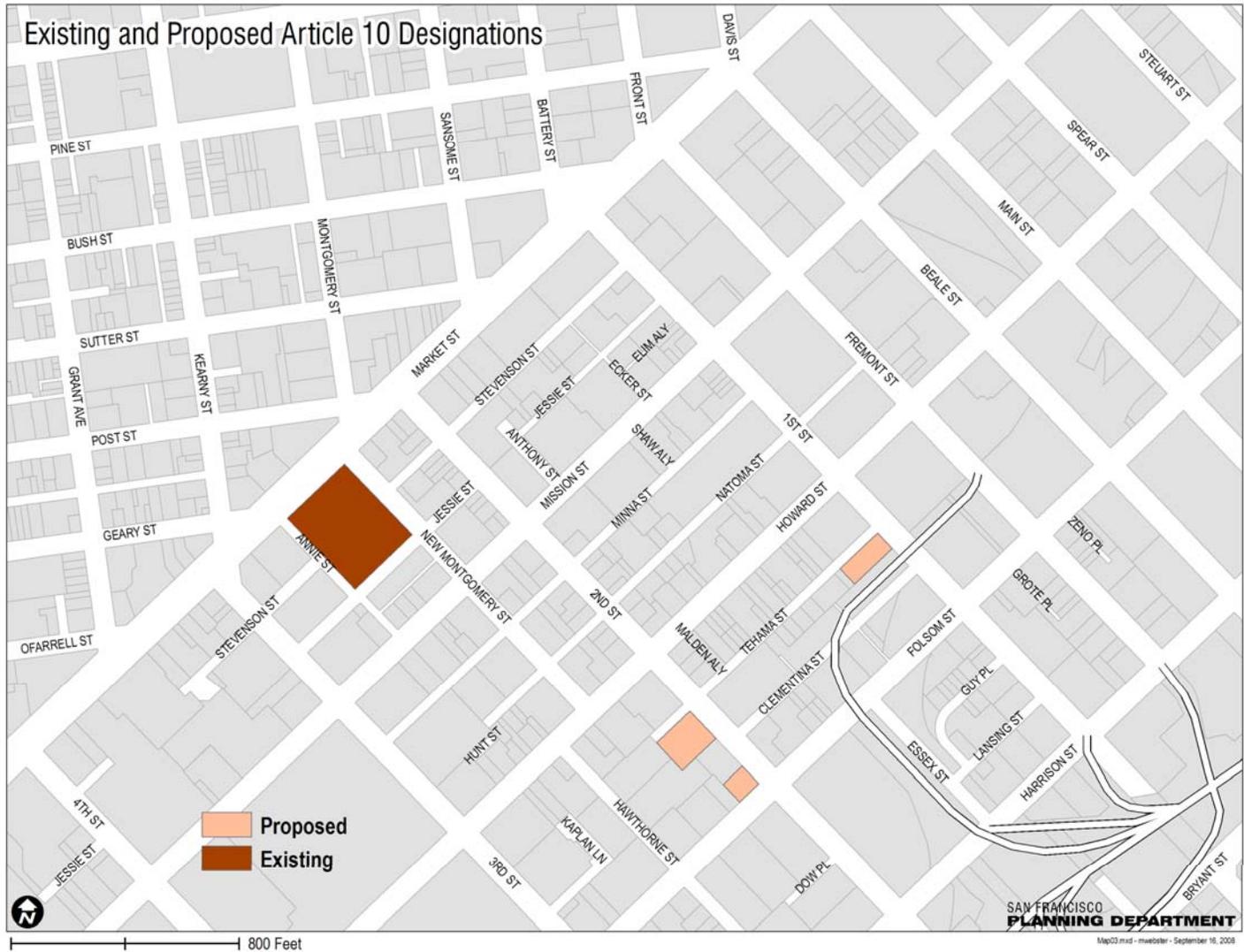
Existing Article 11 Category Designations



Proposed District and Article 11 Category Designations



Potential Article 10 Landmarks



Potential Article 10 Landmarks

**Marine Fireman's
Union Building**
(240 2nd Street,
Built 1957)



Planters Hotel
(606 Folsom,
Built 1907)



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Phillips Building
(234 1st Street,
Built 1929)



District Plan Sustainability Objectives

- Support (and where possible exceed) existing City environmental, sustainability and climate change objectives
- Pursue ***district-level*** sustainability programs and objectives that require higher-level coordination and district-scale planning
- Require and enable low impact, high performance development within the Transit Center development area



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Transportation

Goal:

Build on strong existing parking controls and update controls to reflect broader transportation modes and increased densities.

Existing Downtown (C-3) Controls:

Auto Parking:

- No minimum requirements
- Maximum limits on residential and non-residential parking
- Required short-term pricing

Bicycles:

- Residential Bicycle Parking minimums
- Showers and Lockers in Commercial Buildings
- Some Bicycle Parking for Commercial Buildings
- Car-Sharing Parking for Residential Buildings
- Transit Impact Development Fee (TIDF)
- Required Participation in Transportation Demand Management Association (TMA)



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Transportation



Draft Policies and Controls:

- Fund effort to update TDM/TMA requirements and include bicycling, car sharing, parking cash-out, etc.
- Amend Sec. 166 to require car-sharing spaces in non-residential garages
- Amend Sec. 155.4 to increase number of required on-site secure bicycle parking spaces for commercial buildings to accommodate 5% of all on-site employees bicycling to work (i.e. 1 space for every 6,000 gsf of office space).
- Additional transit and traffic mitigations fees
- Off-street parking impact fee to discourage parking and mitigate impacts
- Consider requiring Conditional Use for garages larger than 100 spaces and setting absolute maximum cap on number of parking spaces in district

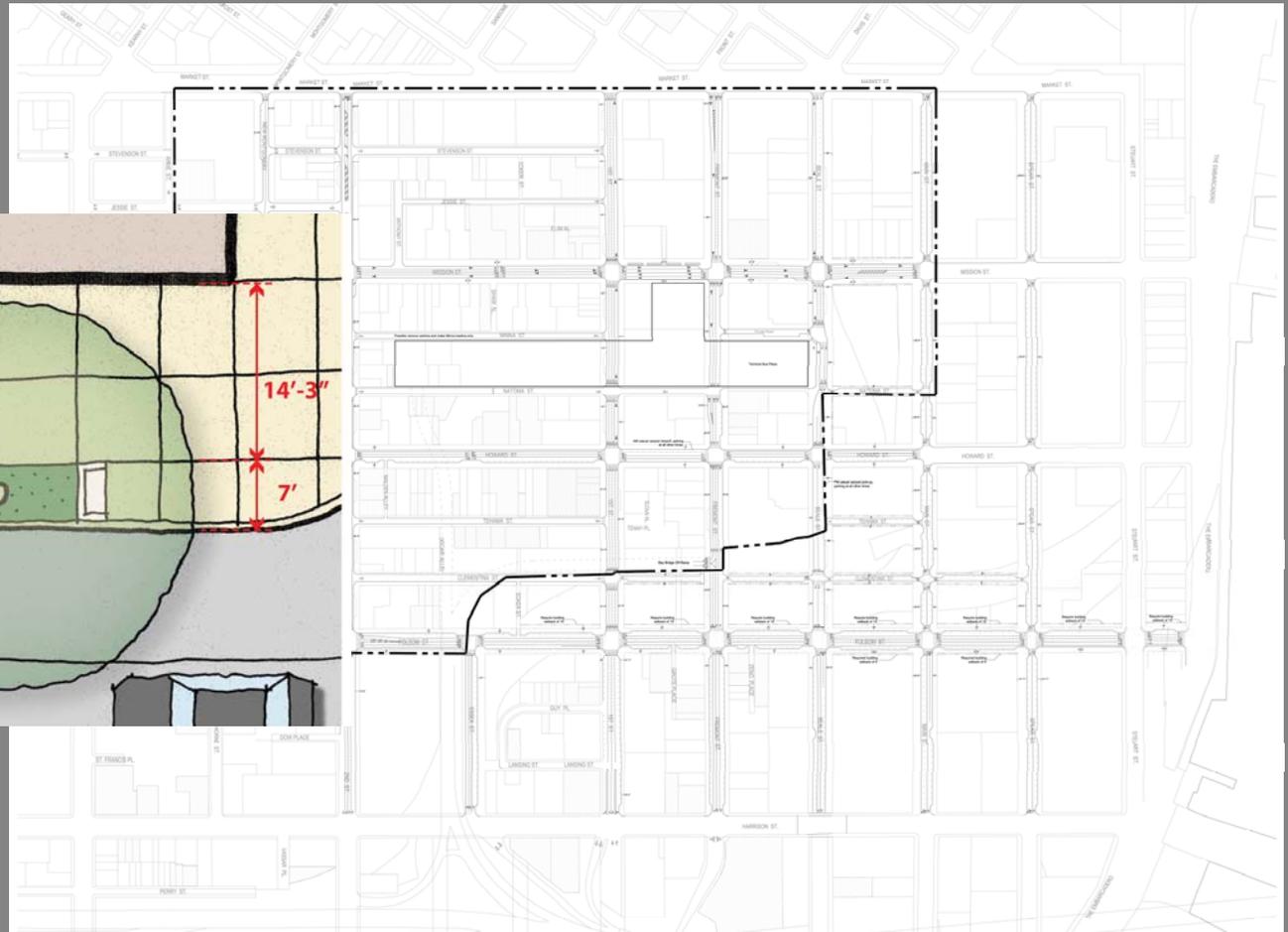
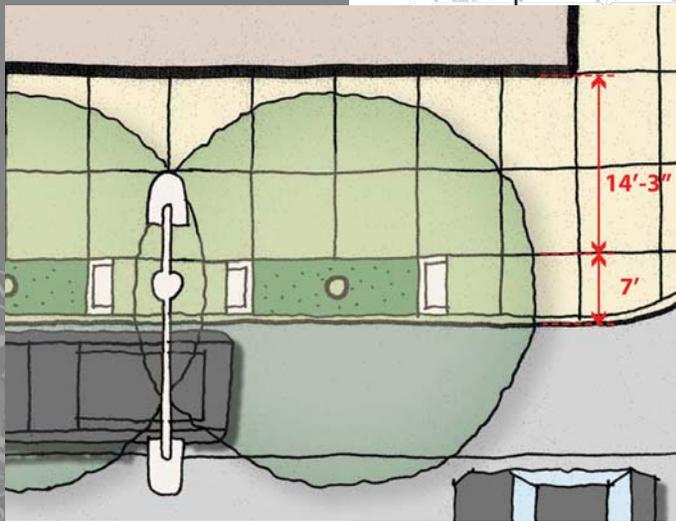


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Transportation

...and

Complete and adopt the proposed comprehensive Streetscape and Circulation Plan that facilitates increased pedestrian, transit, and bicycling volumes and movements.



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Street Configuration Plan - DRAFT
18 June 2008 (revised 25 June)

Notes:
• Curb built-outs are conceptual, and may be removed where necessary.
• Location and size of loading pockets to be determined, dependent on
land uses, primary locations, etc.
• "T" - Transit vehicle area.



Energy

Goal:

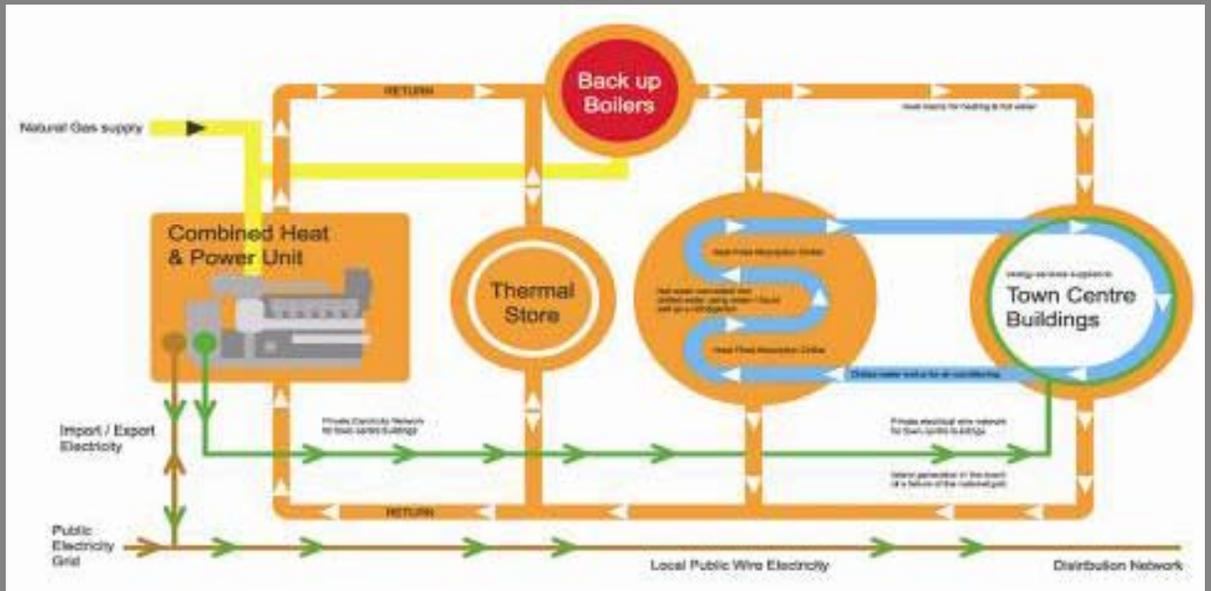
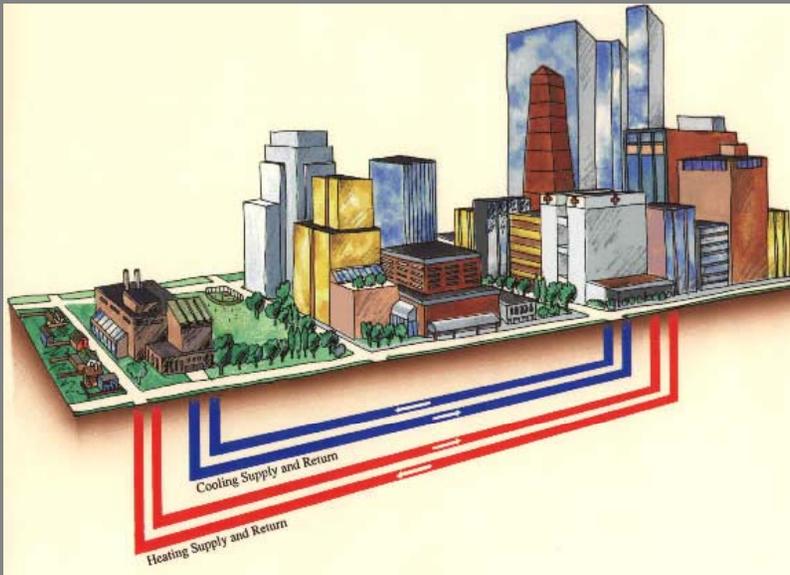
Take advantage of balanced dense mixed-use development in the Transit Center District and Transbay Redevelopment Area to create efficient shared district energy and heating system that captures and uses waste heat from generation and buildings.

Draft Policies:

- Pursue a Combined Heat and Power (CHP) system for the plan area and the Transbay Redevelopment area (Zone 1).
- Require new buildings to be designed to plug into such a system.
- Find suitable sites for generation facilities in the district.



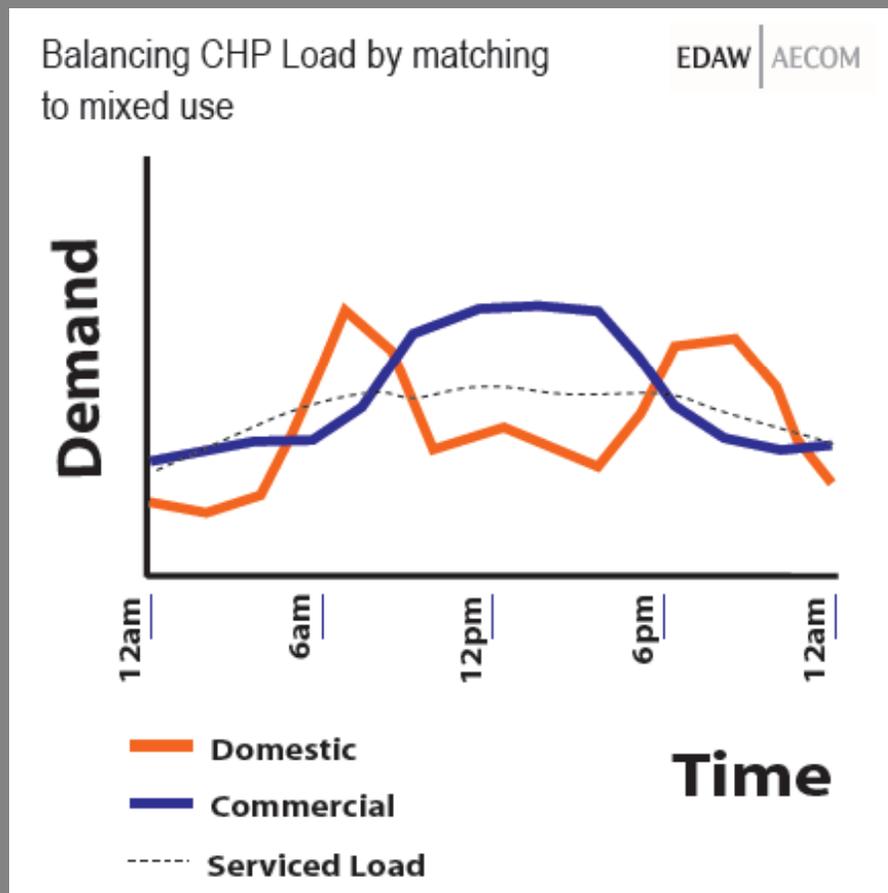
Energy: District CHP



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Energy: District CHP

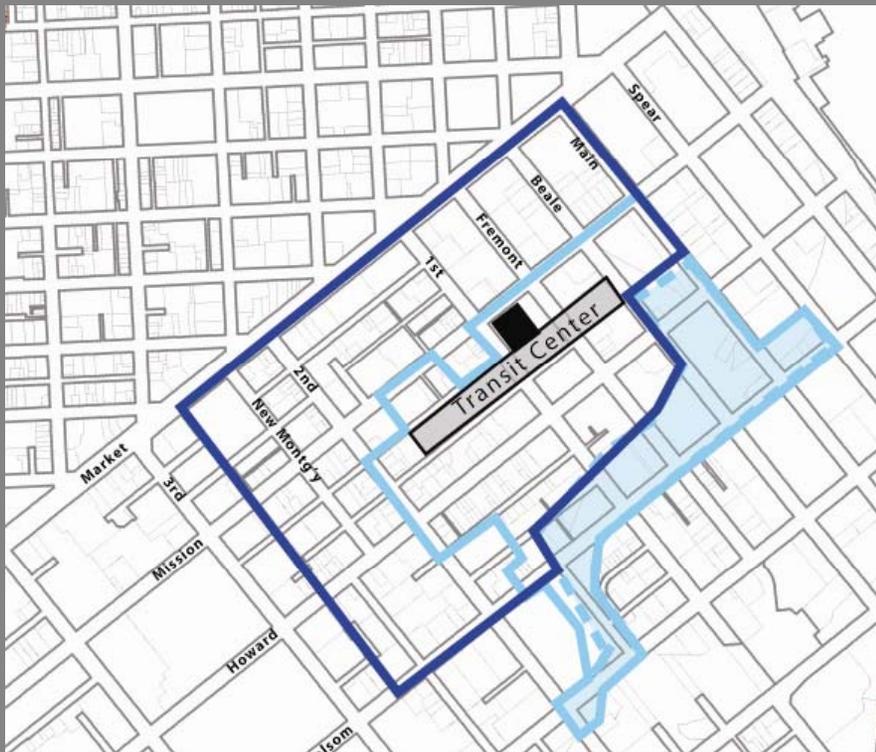
Requirements for a district energy system



- High load density (floor area, no. of stories and total number of buildings)
- Diversity of building types with different demand profiles
- 5000 hours /yr minimum heating or cooling

Energy: District CHP

Further Analysis of Issues/Opportunities



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Location of Plants:

- Dispersed in multiple sites as network
- Phased according to development
- Basements of major new buildings
- Public sites with space or without current development program

Distribution:

- Major street and utility work already included in Transit Center, streetscape, development projects

Water

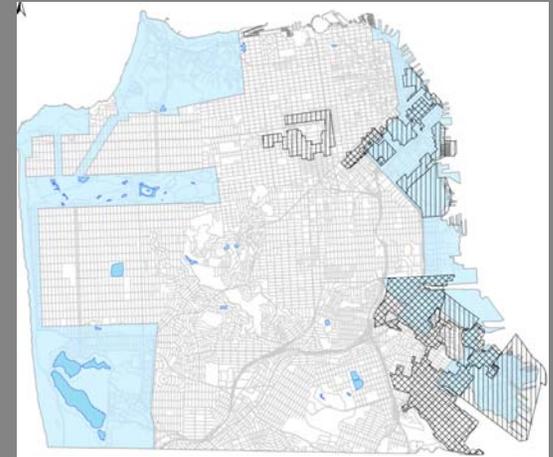
Transit Center District Goals:

Reduce volume and speed of stormwater runoff

Reduce potable water use

Transit Center District Measures:

- Recycled Water District
- Low-Impact Design (“LID”) for streetscape and open space improvements
 - Bio-retention planters
 - Permeable paving
 - Street trees
- Building rainwater harvesting
- Green roofs and walls



Green Building

San Francisco Green Building Ordinance Adopted 2008

SUMMARY OF RECOMMENDED CERTIFICATION LEVELS

	2008	2009	2010	2011	2012
A. New Large Commercial	LEED Certified	LEED Silver	LEED Silver	LEED Silver	LEED Gold
B. New High-Rise Residential	LEED Certified	LEED Certified	LEED Silver	LEED Silver	LEED Silver
C. Large CTIs & Major Alterations	LEED Certified	LEED Silver	LEED Silver	LEED Silver	LEED Gold
D. Mid-Size Com'l: New & Alterations	LEED Checklist				
E. New Mid-Size Multi-Family	GPR Guidelines	25 points GPR	50 points GPR	75 points GPR	75 points GPR
F. New Small Residential (1-4 Units)	GPR Guidelines	25 points GPR	50 points GPR	50 points GPR	75 points GPR

Green Building

Projects in the Plan area automatically achieve minimum 5 points (7%) due to *location* and *existing city planning requirements*

- Site selection
- Development density
- Public transit accessibility
- Bicycle storage requirements
- Parking standards

Goal:

Ensure that major buildings are low-impact and high performance (with regards to energy, water, materials, construction) not accounting for the given inherent factors of location, density and existing city parking controls.



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Draft Policy:

Require all major buildings in the Plan Area to achieve the minimum LEED levels established in the SF Green Building Ordinance without accounting for the given points based on location, density, and City parking standards.

Future Workshops

Workshop #4

Topics:
Financial Plan/Public Benefits
Refinements of Plan Ideas



Draft Plan for Public Review document to be published in April

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